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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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COUNTRY	Poland	REPORT	
SUBJECT	Organization of the State Automobile Factory at Jelcz	DATE DISTR.	3 February 1955
		NO. OF PAGES	16
DATE OF INFO.		REQUIREMENT	25X1
PLACE ACQUIRED		REFERENCES	25X1

This is UNEVALUATED Information

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

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ARMY review completed.

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25 YEAR RE-REVIEW

STATE	#X	ARMY	#X	NAVY	#X	AIR	#X	FBI		AEC					

(NOTE: Washington distribution indicated by "X"; Field distribution by "#".)

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REPORT

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COUNTRY Poland

DATE DISTR. 14 Dec 1954

SUBJECT Organization of the State Automobile Factory at Jelcz

NO. OF PAGES 15

DATE OF INFORMATION

REFERENCES: 25X1

PLACE ACQUIRED

THIS IS UNEVALUATED INFORMATION

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4.

Installations and Organizational Structure

5. the factory was at one time one of the Krupp factories and at its peak under German management employed approximately 30,000 employees. Post-war reconstruction and development of the factory started about 1952 and was still incomplete. Based on the current (1954) construction progress the complete reconstruction would be completed in about five years. (See page 12 for geographical location and layout of the factory.)(See page 8 for source's chart of the factory's organizational structure.) No further information.

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Equipment

6. The factory had several 120-ton metal presses and two 100-ton metal presses, types and names unknown, which were used to produce various sheet metal bodies for civilian vehicles.

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the experimental department having the following heavy equipment:

Three lathes, 1 to 1½ m bed

One shaper, metal

One planer, 1½ m x 80 cm table

One air compressor, 100-liter tank

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Two welding units, acetylene

Three welding units, electric

One spot-welding machine, electric

One sheet metal press, about two meters wide, hand operated

Five grinders, electric

Six electric drills, table mounted

Three drill presses, floor mounted

Eight electric hand drills

Three prs metal shears

One blacksmith forge, electric

Two metal presses, five-ton, hand operated, for stamping sheet metal products

Two circular saws, wood, electric, 70 cm saw

Two circular band saws

One wood planer

One electrical testing unit, used to test electrical installations in bodies

The above equipment was manufactured either in Poland, East Germany, the USSR [redacted].

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7. [redacted] all of the factory's equipment was in very good condition and [redacted] the factory was constantly receiving modern tools. The experimental department lacked some tools and mechanical machines such as drill presses and lathes, but the work was performed in the body construction department when necessary.

Power

8. The factory had its own electrical power plant, which supplied a limited amount of electricity for lighting purposes and the operation of a small number of power-driven machines. Voltage supplied was 220 and 380 volts, AC and DC.

9. The major electrical power supply was furnished by a large electrical power plant, located approximately five kilometers away, which also furnished the power supply to the city of Wroclaw.

10. [redacted] underground concrete conduits were installed at the factory for the electrical power lines.

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11. The voltage supplied by the electrical power plant generally fluctuated and affected the factory's power-driven machines causing them to overheat during operation. This situation, however, was considered normal, as it existed throughout Poland. Even radio stations frequently experienced fluctuating voltage difficulties during broadcasts.

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Water Supply

12. Water came from wells which existed for many years at the factory. It contained an unusual amount of chlorine and was not used for drinking. Bottled mineral water was placed at several points in the factory for consumption.

13. potable water supply difficulties resulting from a lack of filters and proper conservation measures. The industrial water supply seemed adequate to him. Further details were not known. 25X1

Raw Materials

14. Raw materials, such as finished lumber, zinc, brass, copper, steel, babbit metal, sheet metal, and acid resistant metals, came from all parts of Poland by rail and vehicles. quantities seemed to be in ample supply. 25X1

15. finished lumber was dried at the factory for one month before its use. The lumber was considered good but was third class material because the first and second class lumber was being exported to other countries. There appeared to be a shortage of lumber, which was attributed by him to poor advance planning.

16. Sheet metal usually arrived in cases, which measured approximately 100 x 150 cm and 120 x 250 cm. Further details were not known.

Research and Experimental Laboratory

17. a research and experimental laboratory was to be installed at the factory during 1955. Various types of equipment for experiments and research were expected to arrive during 1954. Current research and experiments on various materials to be used in the production of vehicles were being conducted at other factories and at the Warsaw Polytechnic Institute. 25X1 25X1

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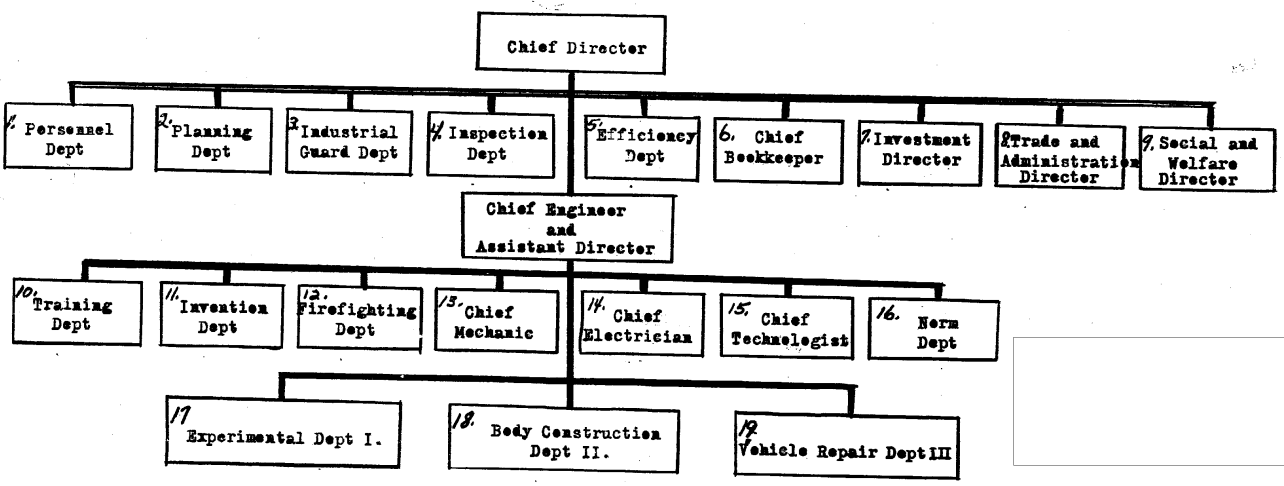
Organizational Structure of the State Auto Factory in JELCZ (JELTSCH) (5101N-1719E)



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Organizational Structure of the State Auto Factory in Jelcz (Jeltsch) (N 51-01, E 17-19)

LEGEND (See chart page 5)

1. Personnel Department (Dzial Kadr)

   Responsible for personnel employment, and conducted investigations of employees' backgrounds with an emphasis on social and political attitudes toward the Party.

2. Planning Department (Dzial Planowania)

   Considered one of the important sections. Responsible for coordination of planning and publishing planned production and actual production statistics.

3. Industrial Guard Department (Straz Przemyslowa)

   Responsible for the physical security of the factory's installations. Guard strength was not known.

4. Inspection Department (Dzial Kontroli)

   Inspected the quality of production, prototypes, and actual production of vehicles.

5. Efficiency Department (Dzial Spolzawodnictwa)

   Responsible for production norms. Attempted to increase production where possible through inspections, use of placards, slogans, and other psychological devices.

6. Chief Bookkeeper (Glowny Ksiegowy)

   Controlled the factory's finances, appropriations for production of prototypes, and wages; he also maintained the factory's books and cost accounting records.

7. Investment Director (Dyrektor Inwestycji)

   Accountable for financial transactions involving new construction and purchases of equipment and machinery whenever costs exceeded 400 zlotys.

8. Trade and Administration Director (Dyrektor Handlu i Administracji)

   Responsible for purchase of equipment from other countries, sales of factory products, and for general administration of economic matters pertaining to the factory.

9. Social and Welfare Director (Dyrektor Socjalny i Bytowy)

   Chiefly concerned with the personal welfare of factory employees and the factory dining hall, State store, and medical care.

10. Training Department (Dzial Szkolenia)

    Consisted of about seven skilled mechanics who were normally employed in their respective trades but were made available to train some of the unskilled workers in their jobs.

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11. Inventions Department (Dzial Wynaleznosci)

Consisted of about three workers who conducted various experiments to increase production. They also tested employees' inventions to increase production. Assisted inventors in their projects and suggestions.

12. Fire Fighting Department (Dzial Pozarowy)

Factory fire fighting force.

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13. Chief Mechanic (Glowny Mechanik)

Responsible for maintenance, repair, and conservation of all machinery such as lathes, drill presses, grinders, sheet metal presses, etc., used in production.

14. Chief Electrician (Glowny Energetyk)

Responsible for maintenance, repair of all electrical appliances, installations, connections and equipment in the factory.

15. Chief Technologist (Glowny Technolog)

Responsible for maintenance, repair, replacement, and quantity of dies, jigs, tools, and other mechanical equipment used in production.

16. Norm Department (Dzial Normowania)

Analyzed and established production norms and attempted to increase amount of production in various departments.

17. Experimental Department I (Zaklad Doswiadczalny I)

Responsible for preparation of technical documentations, construction of prototypes, and testing of prototypes to meet clients' technical requirements.

18. Body Construction Department II (Zaklad Budowy Nadwozia II)

Responsible for production of vehicle bodies, assembly of bodies on vehicle chassis, and completion of production of vehicles.

19. Vehicle Repair Department III (Zaklad Naprawy Samochodow III)

Performed major vehicle maintenance and repaired State-owned vehicles. (Star 20 trucks and Warszawa (M-20) cars were sent to this department for major overhaul after being driven approximately 100,000 km.)

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Organizational Structure of the Experimental Department I, State Auto Factory in JELCZ (JELFSCH)
(5101M-1719M)

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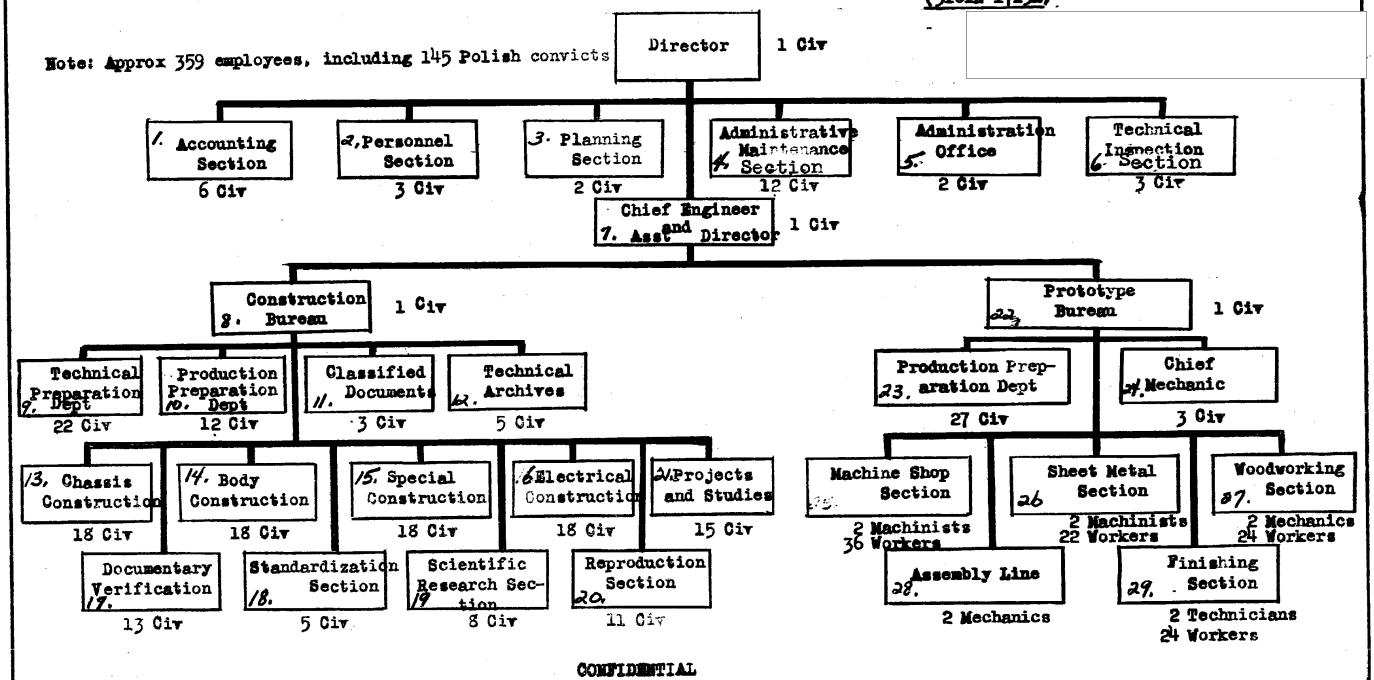
Note: Approx 359 employees, including 145 Polish convicts



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Organizational Structure of the Experimental Department I, State Auto Factory in Jelcz (Jeltsch) (N 51-01, E 17-19)

LEGEND (See chart page 8)

1. Accounting Section (Dzial Ksiegowosci Przemyslowej)

   Maintained department accounting records of appropriations and expenditures pertaining to department's operations.

2. Personnel Section (Sekcja Kadr)

   Maintained personnel records of departmental employees.

3. Planning Section (Skecja Planowania)

   Activities were similar to the factory's planning department but limited to the experimental department's activities.

4. Administrative Maintenance Section (Dzial Administracji Gospodarczej)

   Responsible for supply of various operational and maintenance supplies such as drawing paper, drafting equipment, tools, stationery, and cleaning materials, such as, soap, brooms, and mops.

5. Administration Office (Kancelaria)

   Contained a department secretary and assistant who handled, distributed, routed, and answered all departmental correspondence and mail.

6. Technical Inspection Section (Dzial Kontroli Technicznej)

   Responsible for the technical perfections of finished prototype productions. Conducted inspections of prototypes during and after completion.

7. Chief Engineer (Glowny Konstruktor)

   [redacted] distributed work loads to various sections, advised and supervised various sections on performance of work.

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8. Construction Bureau (Biuro Konstrukcyjne)

   Responsible for production of technical specifications for production of prototypes, and coordination with the prototype department.

9. Technical Preparations Department (Dzial Przygotowania Technicznego)

   This department was located on Kreditowa Street #2, Warsaw. It performed a liaison function between the factory and various ministries, state agencies, and military branches of the service, concerning their technical requirements, and prepared various technical data, which was necessary prior to the drawing up of technical specifications and sketches of prototypes.

[redacted] 25X1

10. Production Preparations Department (Dzial Przygotowania Produkcji)

Made the necessary preparations for the production of parts or items, which were to be used for vehicles produced at other factories in Poland. This department was also located on Kreditowa Street #2, Warsaw. It also coordinated its activities with Body Construction Department II on the construction of various parts and items for other types of vehicles.

11. Classified Documents Section (Tajna Kancelaria)

Maintained the classified document files. [redacted] 25X1

12. Technical Archives (Archiwum Techniczny)

Maintained technical documents and drawings of various types of vehicles and bodies.

13. Chassis Construction Department (Dzial Konstrukcyjny Podwozi)

Established to prepare technical specifications necessary for construction of vehicle chassis. Such chassis, however, were not being produced at the factory. The department also prepared technical specifications for trailers and chassis which would be for civilian use; e.g., the "Lublin" (GAZ 51) type.

14. Body Construction Department (Dzial Konstrukcyjny Nadwozi)

Prepared the technical documentations for construction of vehicle bodies. During slow periods, it prepared technical documentations for other types of constructions.

15. Special Construction Department (Dzial Konstrukcji Specjalnej)

Prepared technical documentations for the production of special items such as work tables, drawers, hinges, joints, etc., being used as equipment installed in the vehicle bodies.

16. Electrical Construction Department (Dzial Konstrukcji Elektrycznej)

Prepared the technical documentations on electrical installations, wiring and connections necessary in the vehicle bodies.

17. Specifications Verification Department (Dzial Werifikacji Dokumentacji)

Inspected and verified the technical specifications for accuracies.

18. Standardization Department (Dzial Normalizacji)

Inspected the technical documentations concerning the production of items and attempted to standardize various items.

19. Scientific Research Department (Dzial Naukowo-Badawczy)

Conducted scientific research tests on various metals, materials, and equipment to be used in production of vehicles and equipment installed in the bodies.

20. Reproduction Section (Wyswietlarnia i Kompletownia Dokumentacji)

Reproduced the desired number of copies of the technical sketches for production of prototypes and actual production using an artificial light and ammonia process. Assembled the technical

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sketches and forwarded them to the various departments and to the Technical Archives.

21. Projects and Studies (Projekty i Studjow)

This department was located in Warsaw, but in 1953 it was transferred to Wroclaw (Breslau) in order to have it located close to the factory. Prepared technical documentations and sketches based on the technical requirements submitted to it by various State agencies and military branches of the service. Maintained liaison with various State agencies concerning production of civilian types of vehicles. Due to the lack of trained engineers at Jelcz, this department was located in Wroclaw. Upon completing the technical documentations according to the technical requirements of various agencies, the documentations were shown to the requesting agency for approval. After approval, the technical documentations were then sent to the factory in Jelcz for further action.

22. Prototype Bureau (Prototypownia)

Responsible for the production of all prototypes and functions of its sub-departments.

23. Production Preparation Department (Dzial Przygotowania Produkcji)

Responsible for preparations prior to production of vehicle body prototypes. Estimated the length of time required for the production of each prototype or item.

24. Chief Mechanic (Glowny Mechanik)

Responsible for maintenance and repair of all machinery used in production of prototypes with the exception of electrical installations.

25. Machine Section (Oddzial-Slusarnia)

Produced the necessary machined items for prototypes.

26. Sheet Metal Section (Oddzial-Blacharnia)

Produced sheet metal required for prototypes.

27. Carpenter Section (Oddzial-Stolarnia)

Produced woodwork, such as frames, benches, drawers, hinges, etc, for prototypes.

28. Assembly Section (Oddzial-Montaz)

Responsible for assembling of prototypes including electrical installations.

29. Finishing Department (Oddzial-Wykonczalnia)

Applied finishing work or modifications to complete the prototypes.

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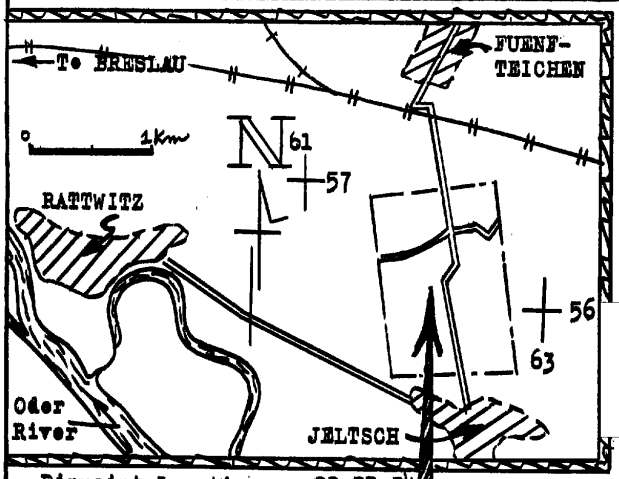
State Auto Factory in JELCZ (JELTSCH) (5101N-1719E)



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Sheet 4969, 1:25,000
AMS M841 (GSGS 4414)
First Edition, 1952

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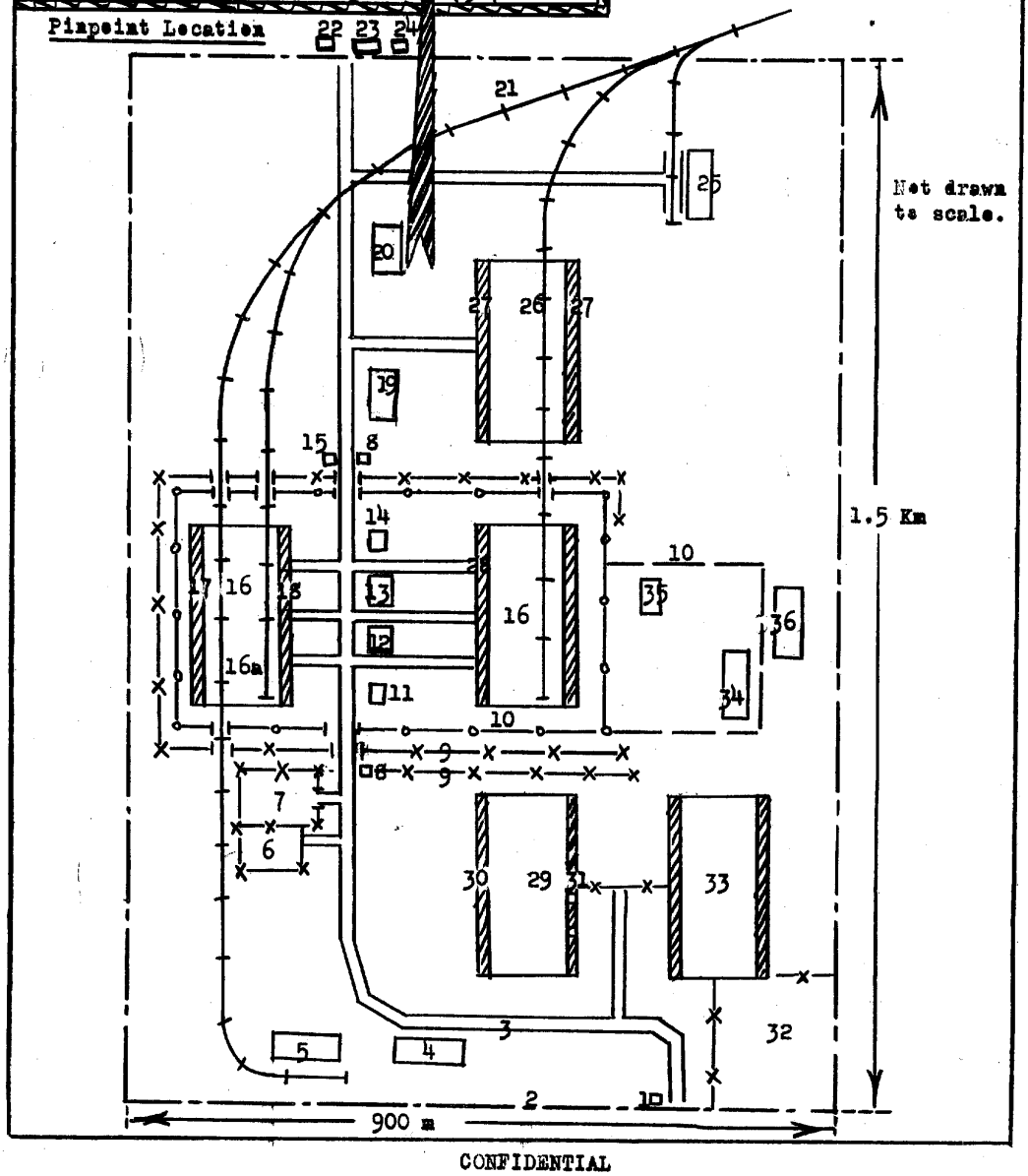

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State Auto Factory in Jelcz (Jeltsch) (N 51-01, E 17-19)

Note: Approximately 1500 civilian employees and 3000 Polish convicts were employed at the factory. A telephone exchange was being installed but, as of April 1954, telephone connections were limited to the offices in the factory area. Military Commission #82 and the Chief Director of the Factory had private telephone lines for outside calls.

LEGEND: (See sketch page 12)

1. Guard Booth: Wooden construction, approximately two meters square. Industrial Guard sentry on duty at all times.
2. Barbed Wire Fence: Approximately 170 cm high.
3. Concrete Road: Approximately five meters wide.
4. Electrical Power Plant: One-story brick building, approximately 8 x 6 x 12 meters. Furnished electricity for lighting only.
5. Central Heating Plant: Two-story brick building, approximately 30 x 60 meters and four chimneys approximately 15 meters high. Contained eight furnaces of which four were used. Coal dust was used as fuel.
6. Vehicle Parking Area: Completed vehicles which lacked certain equipment were parked in this area. Barbed wire fence approximately 170 cm high constructed around the area.
7. Vehicle Parking Area: For new chassis on which bodies were to be constructed. Area also contained a wooden roof as shelter for the chassis. Enclosed by barbed wire approximately 170 cm high.
8. Guard Booths: Wooden buildings, approximately two meters square. Prison guard on duty at all times.
9. Barbed Wire Fences: Two rows of barbed wire fences, each approximately 170 cm high. Approximately 1½ meter space between fences.
10. Concrete Wall: Approximately three meters high and 35 cm wide. On top of the wall were approximately 12 wooden observation towers. Each tower was approximately two meters square and six meters high from ground level. Prison guard sentry stationed in each tower.
11. Maintenance and Craft Shop: One-story red brick building, approximately 5 x 6 meters. Contained tools and equipment necessary for miscellaneous factory maintenance.
12. Dining Hall and Library: One-story red brick building, approximately 8 x 50 meters. Used by civilian employees.
13. Fire Department: One-story brick building, approximately 8 x 50 meters, with tower approximately 15 meters high. Fire sentry on duty in the tower. It contained one fire truck. One-half housed a medical and dental dispensary.

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14. Water Basin: Approximately 5 x 8 meters and 2 meters deep. Filled with water for fire fighting.

15. Office of Public Security: One-story wooden building, approximately two meters square. Contained Internal Security Corps (KBW) personnel and sentry.

16. Body Construction Buildings: Two one-story concrete buildings, approximately 300 x 180 meters, with wooden roofs. Contained approximately four cranes, several work stalls for various phases of body construction, and included a carpenter section, mechanical section, paint shop, and wood drying stalls. Fire fighting lanes were marked and kept clear of equipment for immediate use in case of fire. The assembly line method was not used for the construction of bodies; bodies were moved from stall to stall. Each building contained five entrances and each entrance was approximately five meters wide.

16a. Experimental Department: Part of the main building, approximately 40 x 180 meters.

17. Offices: Part of the main building. Office space was divided into two floors. Office section of building was approximately 18 meters wide and offices were constructed on each side of a corridor which extended the entire length of building. Military Commission #82 and outside telephone located in one of the offices.

18. Vacant Offices: Proposed site for the research and experimental office which was located in another building.

19. Unfinished Old Building: One story, approximately 8 x 50 meters. Not in use.

20. Garage and Auto Repair Shop: One-story brick building, approximately 8 x 50 meters. Factory vehicles were repaired and serviced at this garage.

21. Railroad Track Spurs: Single gauge.

22. Industrial Guard Booth: One-story wooden structure, approximately 5 x 6 meters. Contained Industrial Guard commander's office and several sentries.

23. Factory Personnel Office: One-story brick building, approximately 6 x 10 meters. Office issued passes to prospective employees and visitors.

24. State Store: One-story brick building, approximately 6 x 10 meters. Sold various items, such as candy, food and beverages.

25. Supplies Storage Depot: Two-story brick building approximately 8 x 40 meters with an unloading ramp in front. Contained supplies of wood, sheet metal and miscellaneous equipment for body construction.

26. Building Under Construction: One-story, approximately 300 x 180 meters. Lacked roof.

27. Offices: Under construction.

28. Offices: Office of factory director and various administrative and research offices.

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29. Storage Building: One-story concrete structure, approximately 300 x 180 meters, without a roof. Used for storing completed vehicle bodies constructed at the factory.

30. State Store and Employees' Conference Hall: Part of the main building. State store sold materials, radios, candy, food and other items to the employees. Conference hall was used for political meetings.

31. Proposed Location for Medical and Dental Dispensaries.

32. Parking Area: Enclosed by barbed wire approximately 170 cm high. Parking for State-owned vehicles accepted for mechanical repairs..

33. Storage Building: One-story concrete structure, approximately 300 x 180 meters. Without roof. Two floors of office space on two sides. Used as a storage area for State-owned vehicles on which maintenance and repairs had been completed.

34. Prison: Four-story (?) brick building, approximately 35 x 120 meters, containing about 3000 convicts. [redacted] approximately 30 convicts were assigned to a cell. Triple-deck bunks were used.

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35. Prisoners' Messhall, Kitchen and Laundry: One-story brick building, approximately 13 x 30 meters. Two chimneys on top, each approximately 15 meters high.

36. Industrial Guards and Prison Guards Billets: Four-story brick building, approximately 35 x 120 meters. Occupied by guards and families of several guards.